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INFORMATION REPORT

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COUNTRY
Hungary

SUBJECT
Facilities of Pestvideki Gepgyar

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5

SUPPLEMENT TO REPORT # 50X1-HUM

THIS IS UNEVALUATED INFORMATION

[redacted] scale 50X1-HUM
drawing of the Pestvideki Gepgyar - UNCLASSIFIED./

1. The building and facility dimensions [redacted] are precisely exact, and 50X1-HUM
distances between buildings and facilities are correct within 10 meters. All buildings at the Pestvideki Gepgyar were of a single-story, red brick construction with gabled brick roofs, unless otherwise indicated. The size of individual bricks used in construction were 75 cm x 15 cm x 5 cm.

2. [redacted] following points on the drawing: 50X1-HUM

Point 1: Warm-up apron at the southeast end of the Tokol Airfield runways. 50X1-HUM

Point 2: Runways. [redacted]

Point 3: Taxiway used by Hungarian aircraft for access between the depot and the runway area.

Point 4A - 4 B: A brick wall, 2 to 2½ m high, ran between these two points along the eastern edge of the depot complex. The wall was surmounted by barbed wire on brackets curving inward toward the installation area. The main access road to the depot ran adjacent to the wall.

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The road was of concrete and was six meters wide.

Point 5: "Hangar II", the main building used for airframe inspection, repair and overhaul.

Point 6: A concrete parking apron adjacent to the main entrance to Hangar II (Point 5) with an apron parking capacity of 20 MIG-type aircraft.

Point 7: A boiler house containing boiler facilities only for the heating of hot water used at Pestvideki Gepgyar. This building also served as a control and distribution facility for steam heat provided to the Pestvideki Gepgyar through underground pipes from the Szigetszentmiklos Csepel Motor Vehicle Plant located approximately one km southeast of the Pestvideki Gepgyar. It had a capacity rate of eight metric tons of steam per hour.

Point 8: Air Raid Shelter - This was the only building at the Pestvideki Gepgyar remaining intact after World War II. The shelter was constructed of reinforced concrete, square in shape above ground, with a spherically shaped foundation. The mass of the foundation serves to lower the building sufficiently to prevent extensive damage from a near miss.

Point 9A: An electric transformer house. This station received its power from the Szigetszentmiklos Csepel Motor Vehicle Plant and provided power primarily to that portion of the Pestvideki Gepgyar area south of the barbed wire fence running south of Hangar I (Point 13). This station was also interconnected to the second transformer station at Point 9B.

Point 9B: An electric transformer house, interconnected to the transformer house at Point 9A, which received its power from the Kelenfold Lagymanos Power Plant located in Budapest (exact location unknown to me). This transformer house serviced the northern portion of the Pestvideki Gepgyar area.

Point 10: This building was the "Office of Programming and Production". Here, daily job assignments, norms, and quotas were set, and job progress reports maintained. The function accomplished in this building did not appear to be that of overall "production control" since this office merely passed along the instructions from the higher-echelon "Chief of Production" to the working level.

Point 11: Main mess hall used by all Pestvideki Gepgyar personnel.

Point 12: Installation Engineer's office.

Point 13: Hangar I, the main building used for engine inspection and repair.

Point 14: "South Gate" and adjoining security guard shack. This entrance and exit was normally used by all employees. Passes were checked here and desk distributed and collected.

Point 15: Main dressing room and wash room for employees.

Point 16: Main Administration Building.

Point 17: "North Gate" and adjoining security guard shack. This gate was used by visitors and vehicular traffic. 50X1-HUM

Point 18: Offices of "Division of Technology". [redacted] Engineers in this building were concerned with technical development, production methods, and planning, and establishment of long-range arms. The "Chief of Production" had his office in this building, and it was from this office that work requirements were passed to the Office of Programming and Production (Point 10).

Point 19: Salvage Yard.

Point 20: Chemical Laboratory and storage. The Chief Laboratory Technician had his office in this building.

Point 21: A warehouse used for storage of aircraft spare parts and semi-finished aircraft parts.

Point 22: Electric, electronic, instrument, and armament repair. Repair work done here included aircraft electronic systems. A limited amount of aircraft cannon ammunition was stored here for test firings and replenished each month.

Point 23: Installation, preventitive maintenance, and repair of plant equipment was located in this building. There was a machine shop located here.

Point 24: Warehouse used for storage of raw materials.

Point 25: Supply building for storage of handtools.

Point 26: POL area surrounded by 2 - 2½ meter wire fence. Aircraft fuel was stored underground in five tanks of ten thousand liter capacity each. These tanks were replenished from fuel trucks which transferred the fuel from railroad tank cars at a rail station located one km to the southeast.

Point 27: Jet engine test stands capable of handling two engines simultaneously. The control room was located in the center between the two stands. Both stands were equipped with blast deflectors. Fuel was supplied by an underground pipe from the POL area at Point 26 as indicated by the hachured line on the drawing. Each stand was equipped with a scale to measure engine thrust.

3. Main Airframe Inspection and Overhaul Hangar (Hangar 11):

/Enclosure "B" is a [redacted] scale drawing of the facilities in Hangar 11./ 50X1-HUM

This building was used for the disassembly, inspection, and overhaul of MIG-aircraft airframes. Until May 1955, this hangar had been used for the assembly of YAK-9 and IL-10 aircraft which arrived in crates. The hangar was 150 m long. Total building width was 60 m, divided into 40 m of open hangar space and a row of 20 m wide offices and shops on the north side of the building. Total hangar height was 20 m. Above the row of offices and shops on the main floor was a second floor containing additional shops and offices. At a position approximately 30 m from the northwest corner of the hangar the control tower rose on a base approximately five-stories high. Aircraft were brought into the hangar through accordion type doors at the southeast end of the hangar to Point 1 where the weight and balance check was made. The aircraft was then moved to Point 2 where wings were removed, then to Point 3 for washing, then to Point 4 for airframe structural inspection. Aircraft skin repair was done in the area of Point 5. Reassembly and inspection was accomplished at Points 6, 7, 8, and 9. Shops and offices located within the building can be identified as follows:

a) First Floor:

Point 10: Armament repair.

Point 11: Airframe welding shop.

Point 12: Control column and cable repair.

Point 13: Commercial telephone switchboard.

Point 14: Hydraulic aileron booster repair.

Point 15: General hydraulic repair.

Point 16: Landing gear repair.

Point 17: Fuel system repair.

Point 18: Toilet.

Point 19: Boiler.

Point 20: Women's dressing room.

b) Second floor:

Point 21: Oxygen equipment repair.

Point 22: Electric system repair.

Point 23: Generator room.

Point 24: Instrument repair.

Point 25: Instrument repair.

Point 26: Radio and radar repair.

Point 27: Electronic quality control office.

Point 28: Machine Shop.

Point 29: Airframe Section Manager.

Point 30: Airframe and electronic engineers office.

Point 31: Electric cable shop.

Point 32: Plexiglass shop.

Point 33: Upholstery shop.

Point 34: Men's dressing room.

c) In control tower base:

Point 35: Test pilots' lounge.

Point 36: Radio room.

Point 37: Control tower.

4. Main Engine Inspection and Repair Hangar (Hangar I):

[Enclosure C is a scale drawing of the facilities in Hangar I.]

The basic layout of the facilities in this hangar were being altered during the Fall of 1956 to permit simultaneous handling of axial and centrifugal flow jet engines as of 1 Jan 57. As of November 1956, the following activities within the hangar can be outlined:

Point 1: Compressed Air Storage Tank.

Point 2: Compressor House.

Point 3: Servo Mechanism.

Point 4: Magnaflux Inspection.

Point 5: Ante-room to Secret Office.

Point 6: Secret Office, Director, and Translators.

Point 7: Top Secret Vault Room.

Point 8: Top Secret Blueprint Room.

Point 9: Engine Assembly.

Point 10: Engine Fuel System Repair and Test Stands.

Point 11: Engine Compressor Repair.

Point 12: Turbine Repair.

Point 13: Washing.

Point 14: Engine Disassembly.

Point 15: Alert Hangar for Final Inspection Before Test Flight.

Point 16: Airframe Paint Shop.

Point 17: Spare Parts Paint Shop.

Point 18: Foundry.

Point 19: Machine Shop for Spare Parts.

Point 20: Boiler Room.

Point 21: Electroplating Shop.

Point 22: Machine Shop.

Point 23: Electrical Shop.

Point 24: Latrine.

Point 25: Battery Shop.

Point 26: Hot Water Heating.

Point 27: Engine Disassembly.

Point 28: Propulsion Section Chief's Office.

Point 29: Alert Hangar for Inspection Following Test Flight.

Point 30: Spare Parts Room.

Point 31: Planned Axial Flow Engine Repair Line.

Point 32: Planned Centrifugal Flow Engine Repair Line.

5. Main Administration Building:

Enclosure D is a [redacted] scale drawing of the main Pestvideki Gepgyar Administration Building.

The following offices existed within the building:

Point 1: Soviet Adviser's Office.

Point 2: Employee Wages Control.

Point 3: Long-Range Planning (five-year) Section.

Point 4: Men's Toilet.

Point 5: Women's Toilet.

Point 6: Time Clock.

Point 7: Treasury.

Point 8: Bookkeepers.

Point 9: Bookkeepers.

Point 10: Chief Engineer.

Point 11: Secretary's Office.

Point 12: Plant Director's Office.

Point 13: Director's Washroom.

Point 14: Conference Room.

Point 15: Cost Control.

Point 16: Personnel Section.

Point 17: Communist Party Office.

Point 18: Trade Union Office.

Point 19: "KUM" (Military Committee)

6. Management Structure and Labor Force:

[Enclosure E is an organizational chart of the top management structure of the Pestvideki Gepgyar.]

The three major sub-divisions of the organization were the Propulsion Section, the Airframe Section, and the Electronics Section. The Pestvideki Gepgyar employed approximately 800 Hungarian personnel plus the one Soviet "Advisor".

Enclosure A - Overlay of US TGM 0251-9997-13-25M, Budapest, Showing the Location of Pestvideki Gepgyar.

Enclosure B - Scale drawing of the Facilities of Hangar II at Pestvideki Gepgyar.

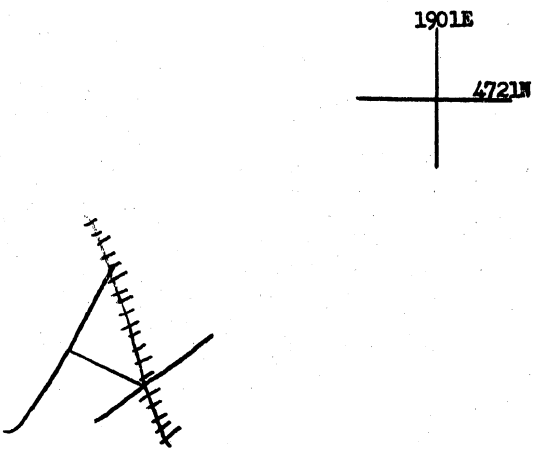
Enclosure C - Scale drawing of the Facilities of Hangar I at Pestvideki Gepgyar.

Enclosure D - Scale drawing of the Main Pestvideki Gepgyar Administration Building.

Enclosure E - Organizational chart of the top management structure of Pestvideki Gepgyar.

Enclosure A

Overlay of US TCM 0251-9997-13-25M, Budapest, Showing the Location of Pestvidéki Gépgyar



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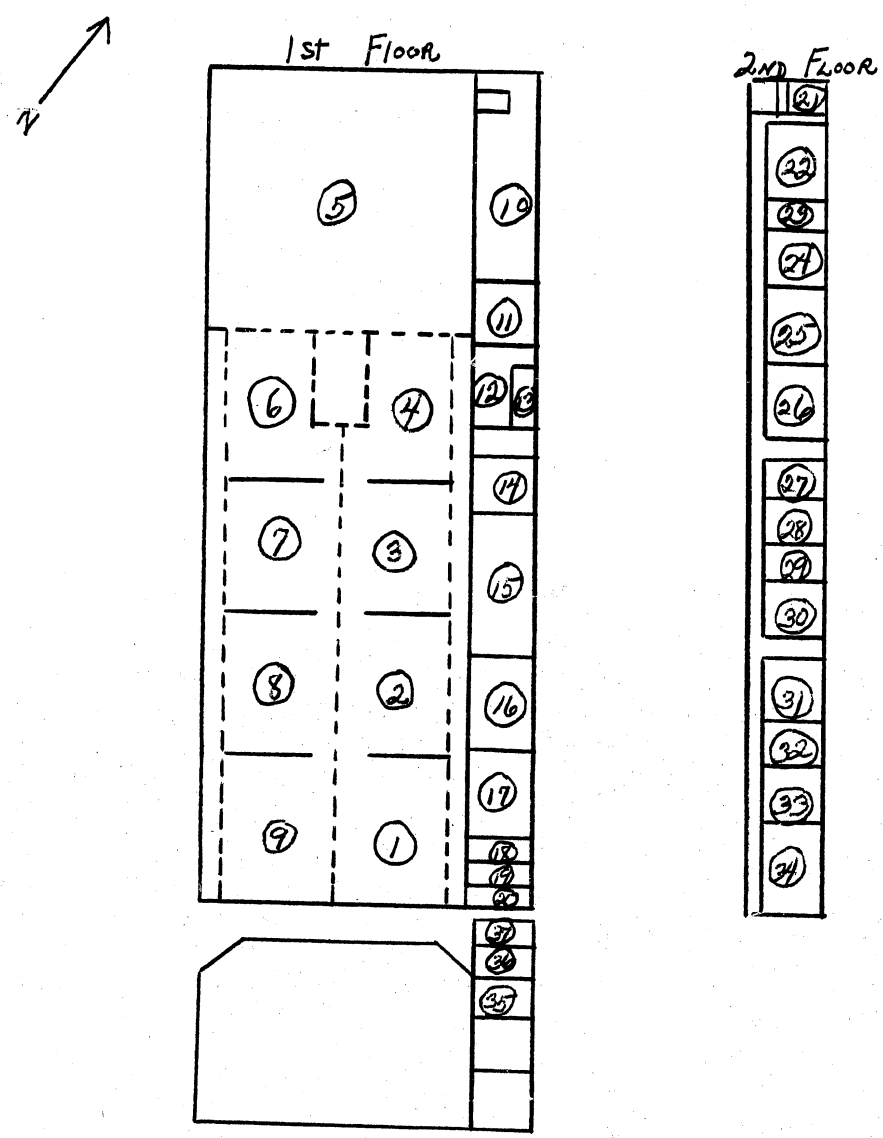
Enclosure B

Scale Drawing of the Facilities of Hangar II at Pestvideki Gepgyar



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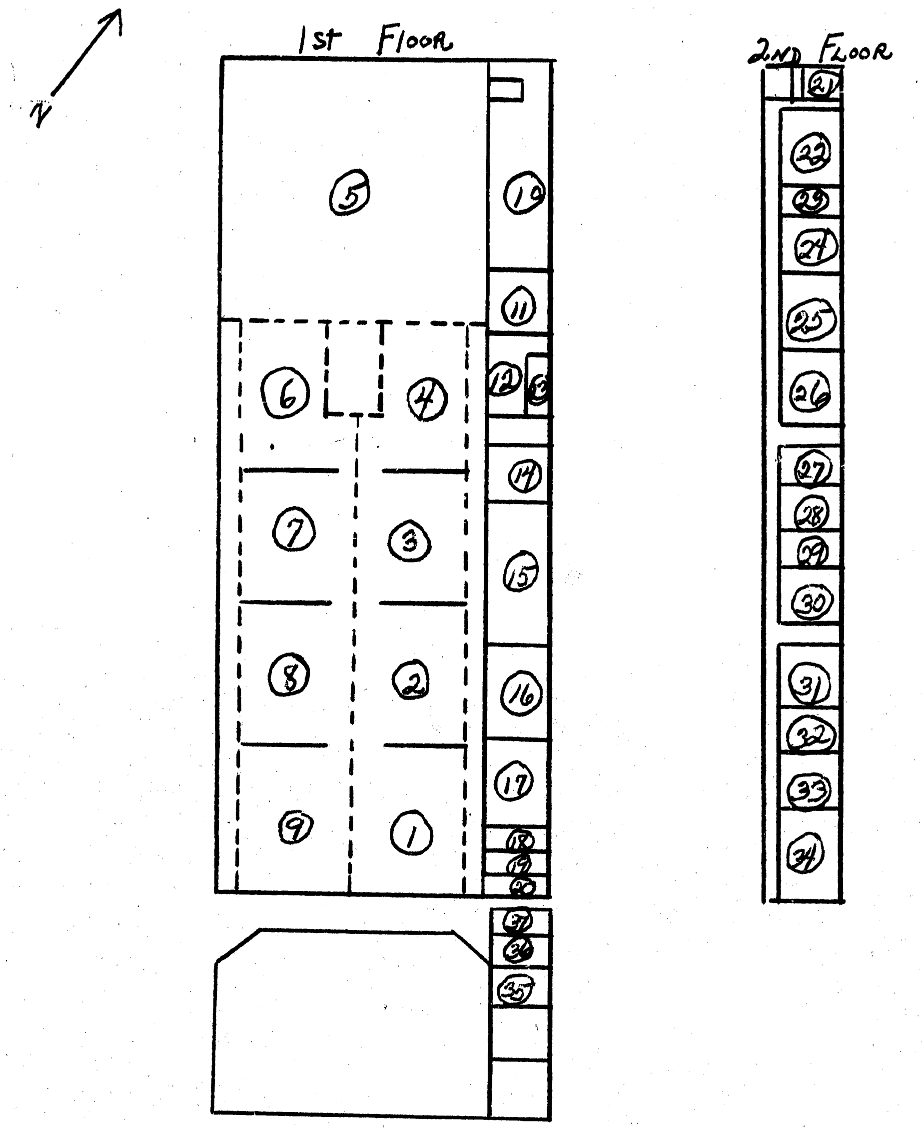
Enclosure B

Scale Drawing of the Facilities of Hangar II at Pestvidéki Gepgyar

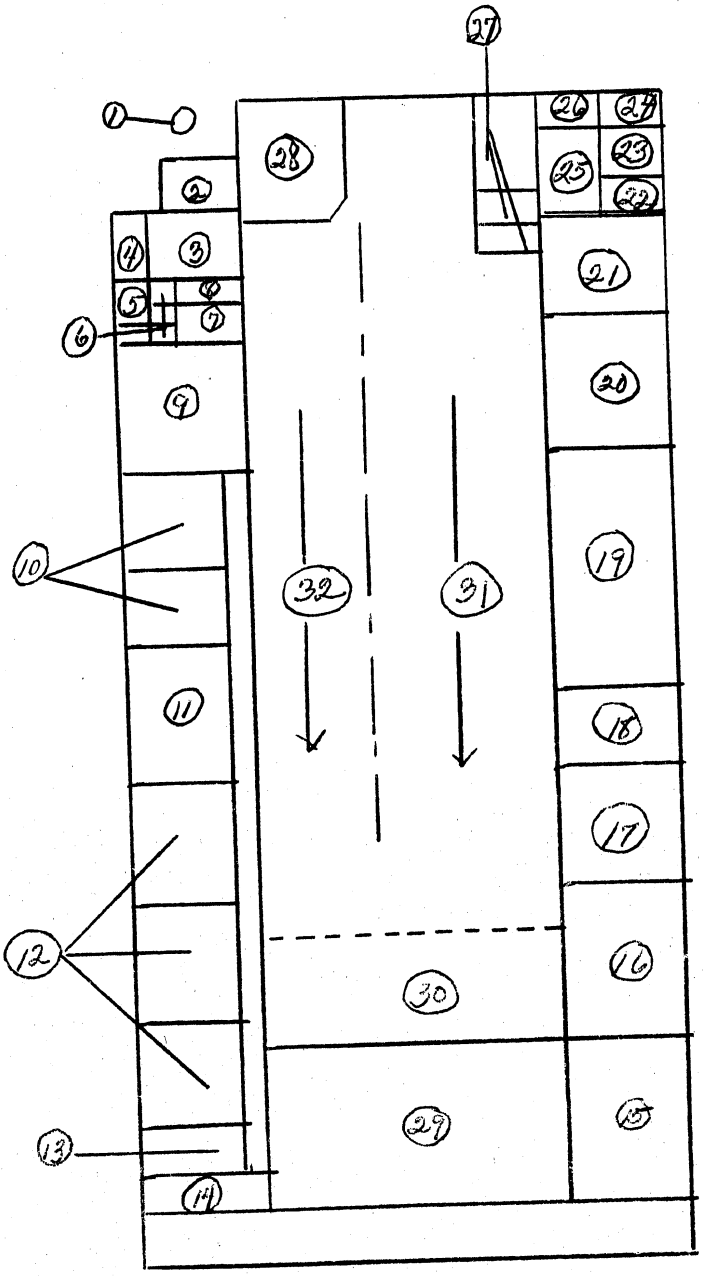


C-O-N-F-I-D-E-N-T-I-A-L

C-O-N-F-I-D-E-N-T-I-A-L

Enclosure C

Scale Drawing of the Facilities of Hangar I at Pestvidokl Ganevar



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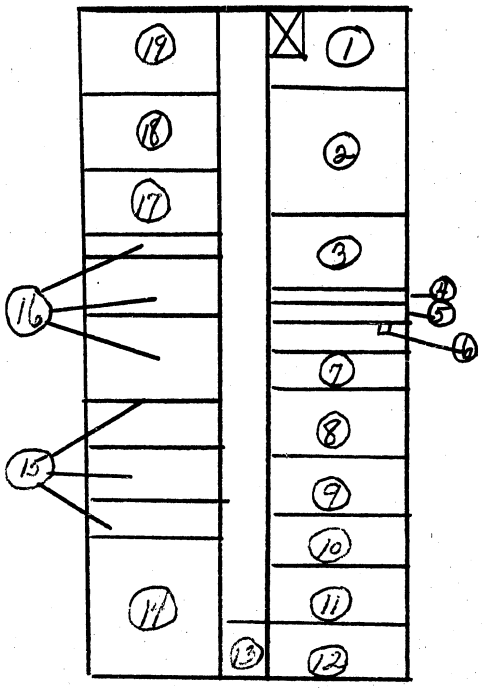
Enclosure D

Scale Drawing of the Main Pentridaki Conveyor Administration Building



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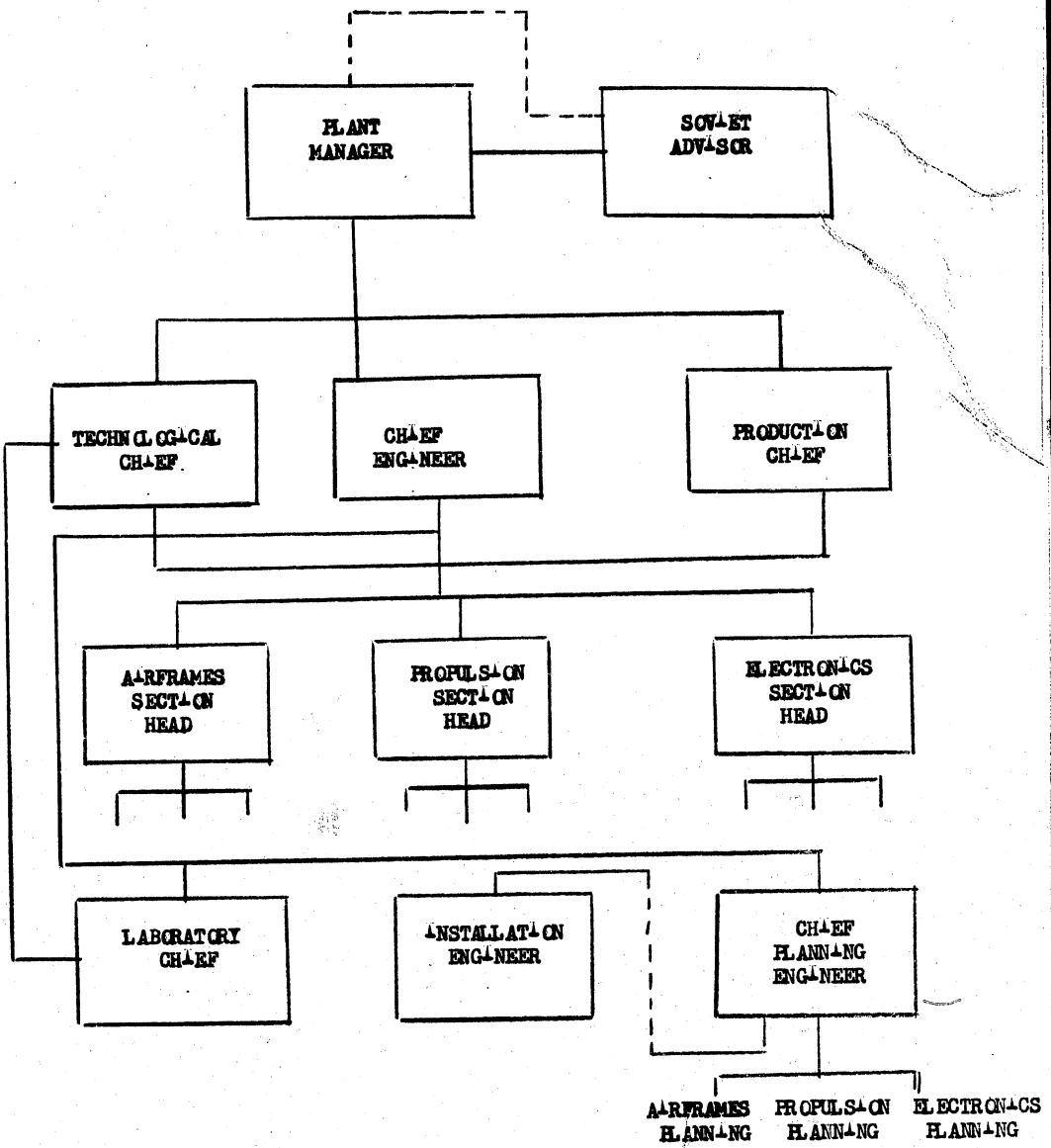
Enclosure E

Organizational Chart of the Top Management Structure of Pestyvidski Gepgvar



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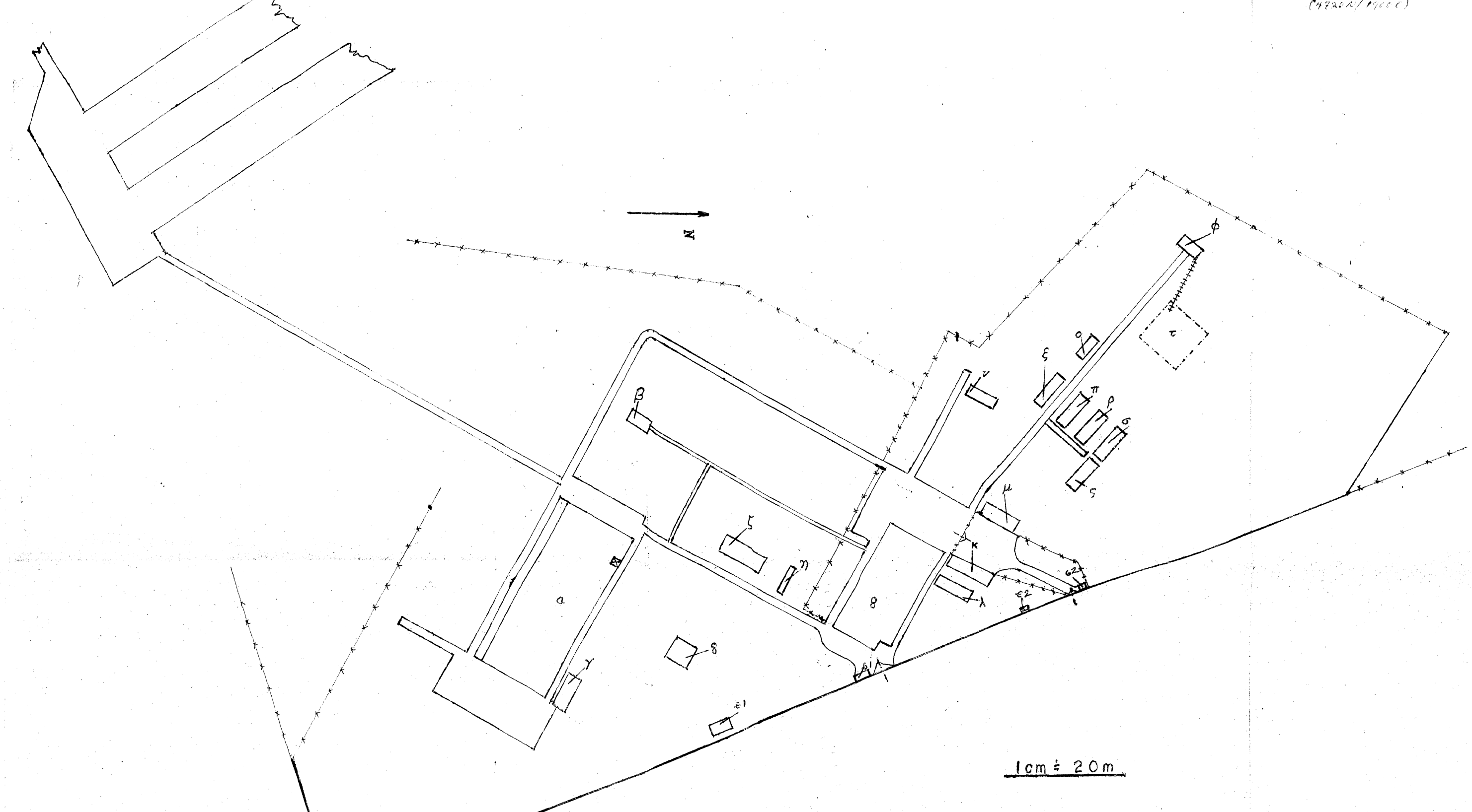
Enclosure 1
Memory Sketch of
[illegible]
BUDAPEST/[illegible] Airfield
(4720N/1900E)



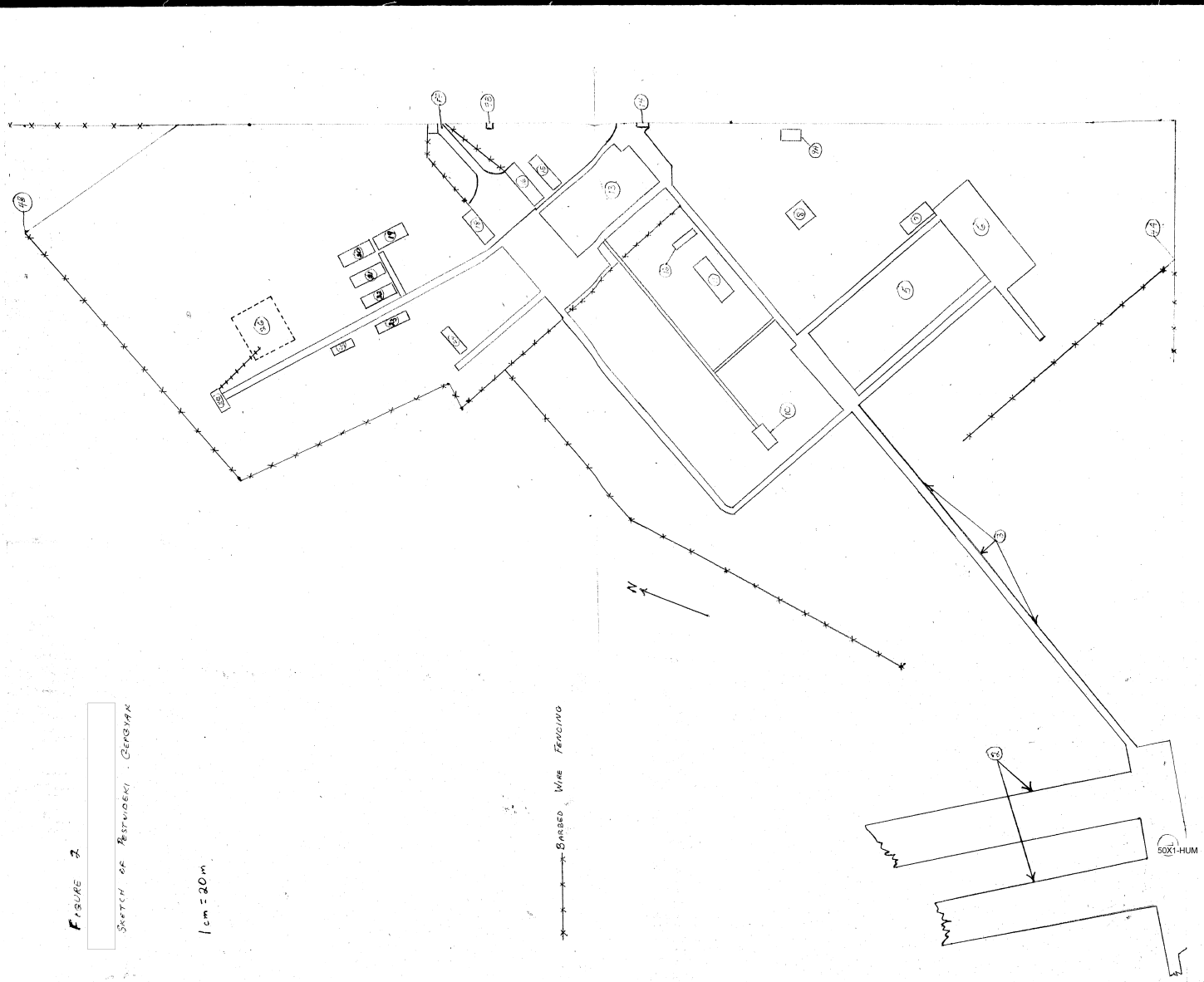


FIGURE 2

SKETCH OF BESTUZHEV - GERMAN